

State info centers report increase in visitor counts

Oregon is in for its busiest tourist season ever, if the number of visitors stopping at the information centers operated by the Highway Division is any indication.

The border information centers opened in May and, for that month, showed a 26 per cent increase in visitors over the same period last year. For the first two weeks of June, business also increased in total number of visitors, although the percentage rise was not as great.

More out-of-state visitors have also been visiting the Capitol guide office in Salem, but the total number of visitors, which includes Oregonians, is down this year. Traditionally, fewer Oregonians visit the Capitol during even-numbered years because the legislature is not in session.

The trend found at the information centers agrees with other travel figures available, according to Victor Fryer, travel information officer. Motels, resorts, chambers of commerce and other visitor facilities throughout the state report record counts for visitors during the winter and spring of 1976. National trends are similar, and research reports forecast more travel this year than last.

The Highway Division has been operating the Capitol guide office since the late 1940s, and began building and operating the six border information centers in 1966. The division operates six information centers, located in Portland, Astoria, Ontario, Brookings, south of Ashland, and south of Klamath Falls.

Division films asphalt recycling

The Highway Division is video taping a demonstration asphalt recycling project along Interstate 5 for viewing by highway personnel in Oregon and other states.

Dave Huserik, training supervisor for Region 1, Milwaukie, is shooting and editing video tape segments of the entire recycling process.

The project is located just south of Portland near the Lake Oswego

Commission okays scaled-down two-year construction program



Oregon Transportation Commission approves highway construction plan at its June 29 meeting in Salem.

Equal emphasis for maintenance

Adoption of a two-year construction program, with one-third to one-half of available funds going for preservation of the present highway system rather than to construction of major new projects, was approved by the Oregon Transportation Commission at its June 29 meeting.

Robert A. Burco, director of ODOT, said the funding picture was unclear. He said that the program adopted could only be implemented if Measure 8 is passed in November. If it is not passed, he said there would have to be reductions in the program.

The commission said that it would look at the remaining four years of the Six-Year Construction Program after proposed new funding programs for highway construction projects are presented to the 1977 legislature.

The Federal Highway Act of 1976 provides for greater flexibility in use of funds on primary and secondary systems. The act increases the kinds of work that can be done by expanding the definition of construction to include restoration, resurfacing, and rehabilitation, designed to preserve the highway system.

The proposal that was presented to the commission resulted from a "Preliminary Program" that had been discussed throughout the state in a series of 22 public meetings.

Scott Coulter, state highway engineer, told the commission that the proposed program represents what can be done based on anticipated availability of federal funds and adequate state funds to match.

Coulter said there were serious questions as to how long, and to what extent, the Highway Division will be able to continue to match federal funds.

Dependent coverage failing

State employees are approving the proposed dental plan under the Oregon Dental Service by an overwhelming margin, according to the latest information received from the Personnel Division of the Executive Department.

Dependent coverage is not faring too well, however, and present indications are that it will not be

offered. Employee coverage is being approved by about 99 per cent of eligible personnel while only 37 per cent have opted for dependent coverage.

In order for the two plans to become effective August 1, 95 per cent of the state workers must approve the employee plan and 75 per cent must ask for dependent coverage.

Deadline for sign-up is July 12 and employees may change their choice of coverage up until that time, according to Carl Hobson, head of the personnel operations section.

Aeronautics hits 55th birthday

Oregon was one of the first states in the nation to establish an Aeronautics Agency.

This month, the agency observes its 55th anniversary.

On July 1, 1921, the Oregon State Board of Aeronautics was created primarily to test pilots and inspect and certify aircraft.

In the late 1920's, the federal government assumed those responsibilities. At that time, the Oregon office shifted its emphasis toward its present role of developing an aviation system to serve the citizens of the state.

The State Board of Aeronautics was discontinued on July 10, 1973, when Aeronautics became a division of ODOT under the Transportation Commission.

Paul Burket, aeronautics administrator, said he plans to observe the anniversary by arranging an open house sometime this summer. Visitors will be able to view the agency's headquarters at the Salem airport, 3040 25th Street SE, Salem.

E-Board approves employe pay raise

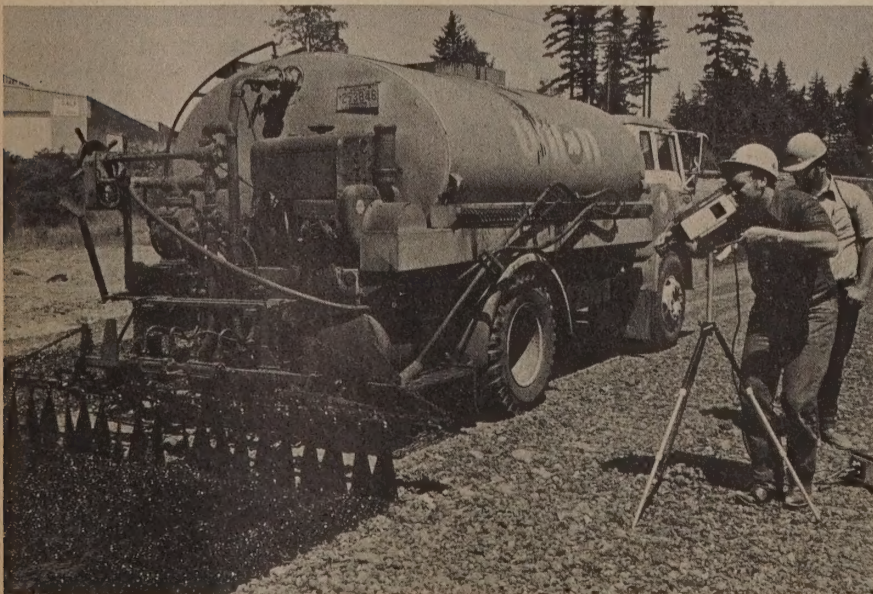
The proposed pay raise for state employees was approved by the Legislative Emergency Board at its June 24 meeting in Salem.

The raise becomes effective July 1, and will be reflected on August paychecks.

Classified employees are scheduled for an 11 per cent increase, while administrative employees, whose salaries are set by statute, will receive 10 per cent.

A new salary schedule will be mailed by the Executive Department to all state offices this month.

Carl Hobson, head of ODOT personnel, said that department employees should contact their supervisors if they are not certain of their new pay scales.



Dave Huserik records asphalt recycling process along I-5. Looking on is Highway Division project inspector Mike Hemel.

Director's Corner

The financial difficulties facing the Oregon Department of Transportation, and particularly its Highway Division, are of serious concern to us all.

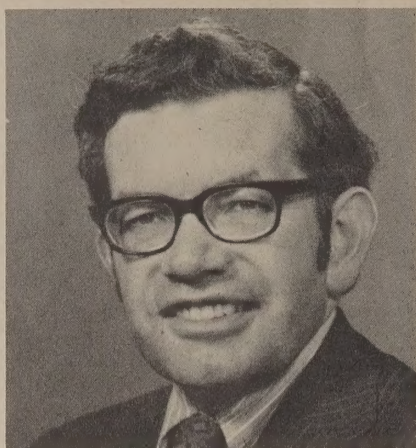
A strained departmental budget, and our subsequent inability to do much of the needed construction and maintenance work, however, is not unique to Oregon. It is a situation shared by almost every state in recent years.

It doesn't come from bad management or wasteful competition between modes. Rather, it stems from serious impacts of inflation on the purchasing power of the transportation dollar, at a time when traditional sources of revenue are not keeping pace.

A recent meeting of the Western Association of State Highway and Transportation Officials in Seattle was filled with discussions of this common financial dilemma. No easy answers were found. And every state delegation returned home with the difficult chore of preparing its departmental staff, legislature, and voting public for the stressful times ahead in their transportation programs.

The economic situation now upon us in Oregon will cause a tightening of belts in all programs that derive their support from motor vehicle taxes, whether they are in our department or in related activities that tap into the same funds, such as the State Police or the Public Utility Commissioner.

This belt-tightening will cause a searching review of priorities among the many activities now carried on in our department. With that review of priorities will come organizational changes and reductions in personnel.



ROBERT BURCO

Shift to maintenance

Already, in its current review of the six-year highway program, the Oregon Transportation Commission has instructed its senior departmental and highway divisional staff to implement a shift in program mix. The shift will be from predominately large-scale construction projects on new alignments to major preventative maintenance in surfacing overlays and bridge replacements. The aim will be to preserve the existing system until such time as adequate funding is available to do more.

Such a change in highway activities will diminish the need for personnel in various planning and highway design functions and will cause changes in their relative proportion to each other. This staffing realignment is now under review.

Efforts will be made to preserve the best of the capabilities now in the department by retaining those skills most needed for a flexible and modally integrated program in the future.

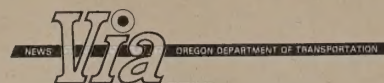
Layoffs anticipated

Whether or not we receive revenues based on the outcome of Ballot Measure 8 in the fall, it is fair warning to anticipate layoffs aimed at a trimmer, more responsive department—one capable of maintaining the existing system as its first priority, but ready and able to meet future needs and challenges.

The response to financial stress will, of course, be more traumatic if financial relief is not made available in November. We are all hopeful of public support, and it will be a major concern of mine during the coming months that our case is forcefully and factually presented.

New opportunities for professional growth for our staff personnel will become available through retraining programs and through selective entry into new areas such as state rail planning, waterways management, and intercity bus service. But these new activities, funded out of other than highway sources, will not be sufficient to fully support either the size or professional mix of staff now on board.

While the shape of the future is far from clear, it is bound to be enough different from the past to warrant change. Over the long run, cutbacks will probably be most severe in design-related and construction aspects of the Highway Division during our present financial adjustments. The cut-backs will start with functions included within the director's office where staff reductions and performance improvements ought to be noticeable quite soon.



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Salem, Oregon 97310

Letters to the Editor

Thanks employees

To the Editor:

I would like to thank all DOT employees for making my retirement coffee and banquet such pleasant occasions. It was most enjoyable to have the opportunity to visit with everyone. I have really appreciated the cooperation given to me over these past years.

The gifts presented at the coffee are very useful and will be a constant reminder of the thoughtfulness and friendship shown by so many. Thanks very much.

George M. Baldwin

Impressed by Hardt

To the Editor:

I attended the Oregon City public hearing last Monday on the Highway Division's update of the six-year plan.

This is to tell you how favorably impressed I was with the presentation and handling of the material by Ed Hardt, regional engineer, and his two assistants Rob Cameron and Jon Rose.

After the videotape presentation, which was a nice touch, Mr. Hardt made a statement which set the tone for the whole meeting: "We are here to find out what you want us to do with your tax money." That simple, modest disclaimer put things in perspective in a way very few public servants bother with anymore. Though some members of the audience were rude and hostile with their questions, Mr. Hardt was indefatigably polite, and explained things clearly and succinctly. It was also apparent that what the public had to say was important to the Highway Division, and that what the Highway Division was saying to the public is probably to be believed.

Altogether, it was downright refreshing to attend a public hearing like that one.

Joyce Boles
North Clackamas Editor
The Community Press

Likes the flag

To The Editor:

Since I will soon pass my 72nd birthday, and I do not look forward to any pay raise, it is sure nice to see the flag on the Fremont Bridge that the picture in the June issue of *Via* so clearly shows. I tried hard to have John Kennedy's name placed on that great bridge but perhaps the presence of the American flag on the highest point is more important than the name.

You can see that flag from any high spot in Clark, Multnomah, Clackamas and Washington counties. Thank God that great bridge supports the flag of these United States.

Benjamin McCanna
Retired R/W agent (1971)
6003 NE Beech
Portland, OR 97213

Enjoyed article

To the Editor:

I appreciated the article concerning Sam (R. H. "Sam" Baldock)... His greatest interest and affection always remained with the Oregon State Highway Department.

All good wishes for its continued success.

Verona W. Baldock
1615 Circle Drive, Apt. 302
Panorama City
Lacey, WA 98503

Interested in VIA

To the Editor:

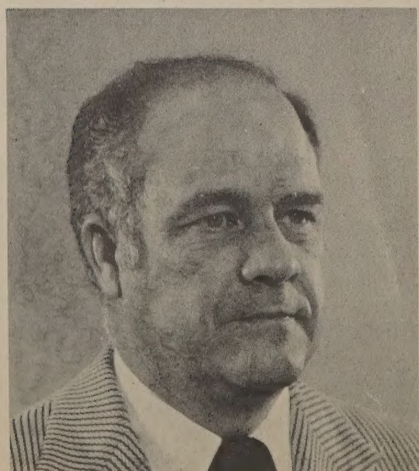
I have just read Volume 1, Number 1 of *Via*. It is well edited and an interesting publication.

I'll be interested in future copies to keep me updated on department personnel whom I have come to know and work with over the past twenty years.

I am sure that it will prove to be an excellent public relations vehicle.

Frank Loggan
657 NW Drake Road
Bend, OR 97701

Highway Division: largest agency in the department



H. SCOTT COULTER
State Highway Engineer

Editor's Note: The following article is the fourth in a series of five we intend to publish in order to familiarize employees with the range and breadth of activities within ODOT.

The State Highway Division is responsible for the construction, improvement, maintenance, and operation of a system of state highways and the acquisition, improvement, maintenance, and operation of a system of state parks.

The division is responsible for the adoption, revision, and extension of state highway routes; determination of highway needs; selection of construction and improvement projects; acquisition of rights-of-way;

letting of contracts; engineering of contract construction; performance of work involved in maintaining and operating state highways; performance of work involved in acquiring, improving, maintaining, and operating state parks; cooperation with the federal government in obtaining and utilizing federal-aid highway funds; and cooperation with counties and cities in the improvement of roads and streets.

Varied Duties

The division also exercises control of the occupancy of highway rights-of-way by the pole lines, pipe lines, and conduits of public utility companies; control of log hauling and other heavy traffic to prevent

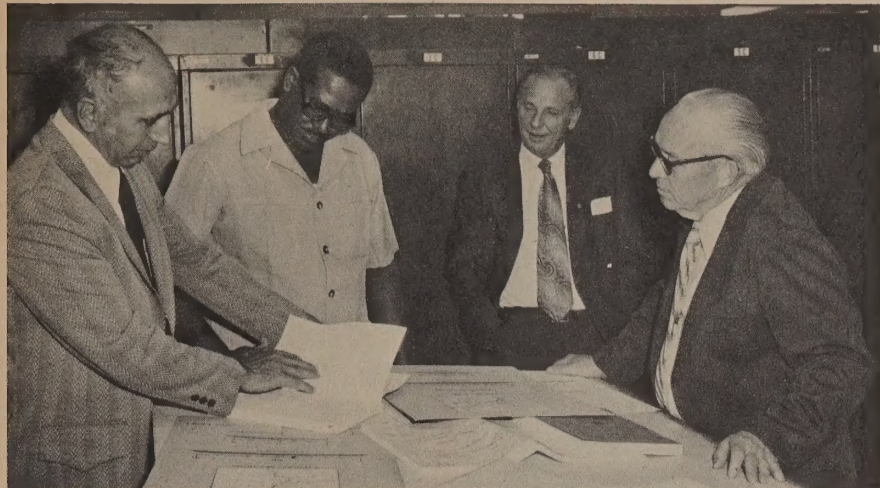
abuse and damage to highways; controlling of, and accounting for, all expenditures of funds; encouraging tourist travel through the publicizing of the state's scenic assets and recreational facilities; jurisdiction over the Pacific Ocean shore as defined in Chapter 601, Oregon Laws 1969; responsibility for administration of the Scenic Waterways Act; administration of the Oregon Recreation Trails System; and development and construction of bicycle paths.

Organization

The division annually employs an average of 4,000 persons. It operates on a biennial budget of

Continued on Page 6

Sudan minister views ODOT operations



Sudan Director of Transport Dr. Bashir Abbadi is briefed by Ed Hardt, Region 1 engineer, left, Fred Klaboe, chief of operations, and Hal Versteeg, road design engineer.

Highway man doubles as medic

With the tiring work often demanded of Highway Division maintenance personnel, it would seem that once the work day was over, the maintenance worker would be ready to call it quits.

But that's not the case for Jeff Drago of the Detroit maintenance section, located in the Cascade foothills east of Salem.

Both Jeff and his wife, Susan, are certified Emergency Medical Technicians (EMTs) and are volunteers on the Idanha-Mill City Rural Fire Department emergency van. Since neither Detroit nor Idanha have a doctor or a hospital, the Dragos often find themselves going on emergency runs during their spare time.

Mill City does have a doctor, but the nearest hospital with emergency facilities is in Salem. Consequently, the emergency van and its crew of volunteer EMTs are vital to the 50 miles of small communities they serve.

The emergency team covers the

Travelers find delay warnings

Motorists traveling the Coos Bay-Roseburg highway (ORE 42) this summer may run into some delay because of the heavy construction underway on the Slater Creek-Mystic Creek section. Aware of the problems with unanticipated delays, region 3 engineer Alfred "Bud" Shirley is trying to make the trip leading to and from the coast as trouble-free as possible for summer travelers.

Shirley says that since delays may last up to a half hour during heavy construction times, motorists should use alternate routes or at least check the construction schedule before making the trip. Once on the highway, travelers can't turn back.

Because of this commitment, Shirley has posted warning signs along the road at places where motorists can still turn back or choose an alternate route. Notices are posted at all rest areas and major state parks which approach the Coos Bay-Roseburg highway.

He also plans to notify the news media in the event of an extra long or unexpected delay. Major trucking firms which use the route extensively will be informed of the construction schedule and notified of any unusually long delays.

Shirley says that no major problems have cropped up so far, but he's ready to handle any difficulties which the heavy summer tourist traffic, with its campers and trailers, may bring.

territory on the North Santiam Highway from the Santiam Summit to the area known as Niagara. That area includes many miles of logging roads, where accidents often occur. Besides serving residents and loggers in the area, the emergency van helps travelers, fishermen and other outdoor recreationists, especially at the Detroit reservoir.

Drago says it's not easy to become an EMT. Both he and his wife accumulated 85 hours of classroom training time, in addition to 10 straight hours assisting doctors in the emergency ward of Salem Memorial Hospital. "The emergency ward experience was good in reinforcing our knowledge of what to do in a real emergency," he says.

Ten volunteers in all

Eight others besides the Dragos volunteer as EMTs with the emergency van. By early June, Drago had been on four emergency runs in the two-month period since his certification.

Drago began working for the Highway Division in November of 1974. The couple has been married about a year.

Coos Bay highway construction uses reinforced earth

A construction innovation never before used in Oregon has been introduced to a highway road building project in the southwestern portion of the state.

Reinforced earth, which has been used successfully on highway projects in both Washington and Idaho and all over Europe, will become an integral part of the construction project currently underway on the Slater Creek-Mystic Creek section of the Coos Bay-Roseburg highway (ORE 42).

The highway runs through a narrow canyon, with high bluffs above the road and steep slopes leading down to a river. Galvanized metal straps about 15 feet long, anchored by friction from layers of compacted earth fill, will hold interlocked concrete face slabs in position on the slopes below the road. This method is an inexpensive yet sturdy way of building up a road surface, said Carroll Keasey, state highway construction engineer.

There are tentatively six locations throughout the 4 3/4-mile project where reinforced earth will be used. Plans for the project call for a roadway, varying in width from 40 to 48 feet, and providing two to three lanes.

The minister of transport for the African nation of Sudan, Dr. Bashir Abbadi, spent nearly a full day recently being briefed on Highway Division projects and activities.

Dr. Abbadi was among several cabinet officers, in a total delegation of 37, who accompanied Sudanese Pres. Gaafar M. Nimeiri during a two-week visit to the United States.

From his hotel in Portland, Dr. Abbadi was driven to the Lake Oswego interchange to view an asphalt recycling project, then to Oregon City and down 99E to Salem.

Dr. Abbadi toured the East Salem highway shop complex, and was briefed by design section personnel in the Highway Building. He returned to Portland in mid-afternoon on I-5.

Dr. Abbadi holds M.S. and Ph.D. degrees in mechanical engineering from Northwestern University in Illinois. He has been minister of transport in Sudan for five years. Prior to that, he was a university professor.

Hosts during his visit were Bob Burco, ODOT director; Fred Klaboe, ODOT chief of operations; Ed Hardt, Region 1 engineer, and C. O. Fredrickson, Region 2 engineer.

Commuter club charters buses

By Sharon Robinson

Two buses roll into park-and-ride lots located throughout Portland early each work day morning to pick up over 70 state employees for an express run into Salem, arriving by 8:00 a.m.

Commuter Club, Inc., a nonprofit corporation consisting of the commuters themselves, charters the two buses from Hamman Stage Lines of Salem. Since the bus drivers also live in Portland, the buses remain there overnight, thus preventing "deadhead" time.

Bob Rynerson, of ODOT Planning, is manager of the system. He and Leo Huff, also of ODOT Planning, handle requests of present and potential passengers. The charge is \$56 per month. Riders estimate they save \$145 per month by riding the bus rather than driving alone.

This specialized service was initiated by the Mass Transit Division of ODOT in February of 1974 to assist employees in traveling the 100 miles each day during the energy crisis. The division operated it for six months before turning it over to the corporation. Despite the current availability of gasoline, the club continues to grow. Very few members returned to their automobiles as the crisis eased for the daily commute.

Environmental spots being shown on TV

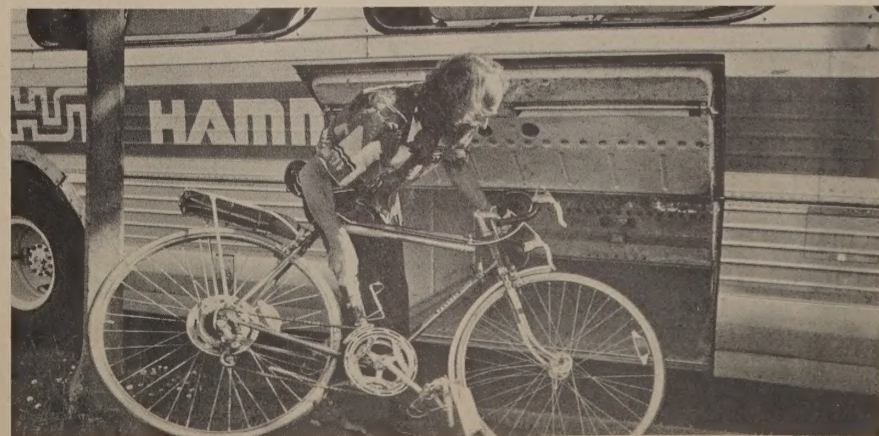
Two new 60-second TV spots have been produced through the Keep Oregon Livable program, and are now being shown by commercial television stations throughout the state.

One spot deals with the Highway Litter Patrol, and features a young college student who worked out of the Milwaukie office last summer.

The other spot is about Tryon Creek State Park near Lake Oswego. It features two women who spearheaded the volunteer citizen effort that resulted in creation of the park.

A third 60-second TV spot is currently in production. It is about Oregon's "Environmental Navy." The only vessel in the "navy" is an old donated tugboat, which is captained by George Ward, a Portland environmental consultant, and a troop of environmental scouts. They volunteer their weekends clearing boating hazards out of the Columbia and Willamette Rivers, planting seedling trees, and improving bird habitats along the riverbanks.

The Keep Oregon Livable program is handled by ODOT's office of public affairs, under a contract with McCann-Erickson, a Portland advertising agency, in an effort to promote public awareness and concern about Oregon's environment.



Jack Remington, recreational trails coordinator for the Parks Branch, rides his bike daily to connect with the commuter bus.

Chemical spill poses threat along highway

Highway maintenance crews from Newberg and McMinnville recently removed and replaced an 80-foot strip of dangerously contaminated highway in less than a day.

When a truck overturned and spilled a deadly pesticide on the Tualatin Valley Highway (ORE47), just south of Carlton, the two crews were immediately called to the scene.

District Engineer Richard Kuehn directed the crews as they contained the chemical and controlled traffic. Wearing respirators and rain gear, they removed about 60 tons of pavement.

Attacks nervous system

About 10 gallons of the pesticide Dyfonate were spilled on the highway. The chemical has a short life in soils, but lasts longer in asphalt because it becomes bonded to the material. Heat causes it to rise to the surface, producing fumes.

The pesticide is used against insects that attack root systems of grains and other crops. It attacks the central nervous system of humans.

The accident happened late on a Wednesday, and by Thursday at 5 p.m., traffic was moving over the new pavement. The contaminated asphalt was placed in special containers and moved to a temporary storage area, where strict safety precautions were enforced. After about two weeks, it was taken to a permanent disposal site near Arlington.

Good old days...



Oregonians at work on a road near Brownsville in the late 1880s.

Oregon's first state legislative assembly, in 1860, decreed that "every male between the ages of 21 and 50 years of age..." had to work two days on the public roads in the county where he lived, or pay \$2 for every \$2,000 of taxable property he owned-or go to jail.

The 1889 legislature plugged an obvious loophole for those who preferred jail to road work, decreeing that persons sentenced to jail would work on the roads.

Birthdays affect insurance rates

There has been some confusion among employees on how to calculate monthly premium deductions for First Farwest Life Insurance once an employee enters another age bracket.

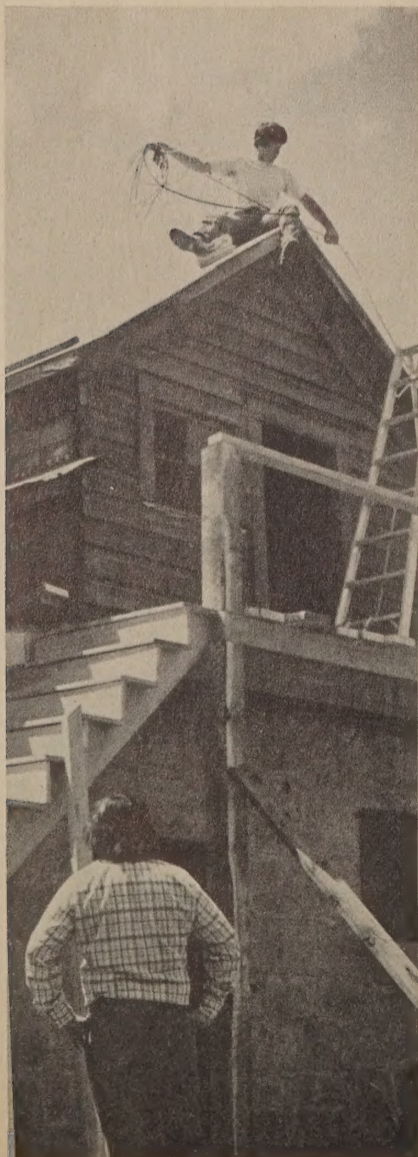
The monthly premium changes only on the following January 1 of each year in which a person's birthday would put him in the next age category. For example: if a person's birthday is May 18, 1976, he becomes age 45, the premium changes on January 1, 1977, from \$3.20 to \$7.11 per month.

For dependent coverage add \$1.02 (cost for all dependents) per month to any of the above categories which apply. Dependent coverage is optional.

COST PER MONTH (EMPLOYEE ONLY)

Under age 36:	\$2.13
Age 36 through 44	3.20
Age 45 through 54	7.11
Age 55 through 59	11.68
Age 60 through 64	17.26
Age 65 through 69	31.47
Age 70 and over	52.78

Parks Branch restores Chinese history



Matt Chan watches Gregg Olson

An historic building in John Day that served as a Chinese social and medical center during pioneer days is among the most unique restorations the State Parks Branch is working on this summer.

The building, complete with tins of opium and pre-prohibition whiskey, has been listed in the National Register of Historic Places.

The Kam Wah Chung Company building in John Day catered to the thousands of Chinese who came to eastern Oregon in the 1860s to work the Blue Mountain gold fields.

Ing "Doc" Hay and Lung On purchased the building in 1877. Hay practiced as an herbalist and diagnostician whose treatments, which included acupuncture, were popular with Chinese and whites alike in John Day. Lung On sold tobacco, candy, silk cloth, Chinese herbs, and opium.

Lung On died in 1940, but "Doc" Hay carried on until his own death in 1952. Bob Wah, Hay's partner during those last years, willed the property to the city of John Day for a park, on condition that the building be retained as a museum in memory of the Chinese in eastern Oregon.

Park Aide Gregg Olson, supervisor of the restoration, said work on the structure will be completed sometime in July. The city of John Day is responsible for inventory and display of the building's contents, a job Olson said may not be completed in time for the building's August 27 opening.

The building will achieve further notoriety as a focal point for a television documentary on Oregon's Chinese community.

Oregon Educational and Public Broadcasting System (OEPBS) is producing a three-part series on the historical and contemporary Chinese experience. Series producer-director Matt Chan said the programs will be aired next spring.



Kam Wah Chung Company building undergoes historic restoration.

State shuttle bus increases service

An expanded free shuttle bus service for state employees on business trips went into effect Thursday, July 1.

The expanded service increases the present six round trips daily to twelve, Monday through Friday. The runs will begin in both Salem and Portland at 7 a.m. and continue throughout the day until 5:15 p.m.

The April session of the Legislative Emergency Board approved the increase, allowing the state Department of General Services to purchase two additional buses. The new service, nicknamed "SHUTTLEBUG," was inaugurated July 1 by Gov. Bob Straub.

The Department of Energy has provided all state offices served by the shuttle service with wallet-sized cards listing the bus schedule. The department has also distributed revised editions of its publication, "Guide to Alternative Transportation," to those offices. The guide offers mass transit information for the Portland, Salem, and Eugene areas, and also includes information on traveling between state offices in each city.

Employees can pick up a guide or SHUTTLEBUG schedule from any state office in Portland, Salem, Corvallis, or Eugene, or can write the Department of Energy, 528 Cottage Street NE, Salem, OR, 97310, phone number 378-4129.

Lunchtime movies shown on Mondays

ODOT employees can catch the latest movies on transportation developments every Monday at lunchtime in the conference room of the Highway building in Salem.

The Monday movie program, which began in April, is sponsored by the department's Planning Office. The movies are geared toward new options in transportation, according to Dick McRae of the section's training team.

"There are all kinds of new ideas in the transportation field," said McRae. "It's time to start thinking about transportation in a little broader sense."

McRae is looking for ideas for movies which would interest ODOT employees from different divisions. "We work with all kinds of issues in planning. We're wide open to any suggestions."

Employees who have ideas for movies or would like more information can call McRae at 378-4546.

MONDAY MOVIE SCHEDULE FOR JULY

July 6 (Tuesday)--"Decision Mass Transit." This rerun gives a background for understanding legislative decisions on transit issues. "New Oregon Motor Vehicle Laws," a slide-tape show just completed, outlines the new laws effective July 1.

July 12--"Downtowns for People" discusses auto-restricted zones in city centers. "Metro Mobility" explores different means of urban transit.

July 19--"Multiply and Subdue the Earth" deals with environmental issues and the population explosion.

July 26--"When the Circuit Breaks... America's Energy Crisis." This film discusses energy self-sufficiency and energy alternatives in our country. Also scheduled are "Energy Problems and Japan," and "LNG: It's On Its Way," which explores another energy alternative for America-liquid natural gas from Algeria.



Jerry Robertson is VIA's inquiring photographer. He selects his own subjects. VIA's editors frame the question of the month. Answers are edited only for length.

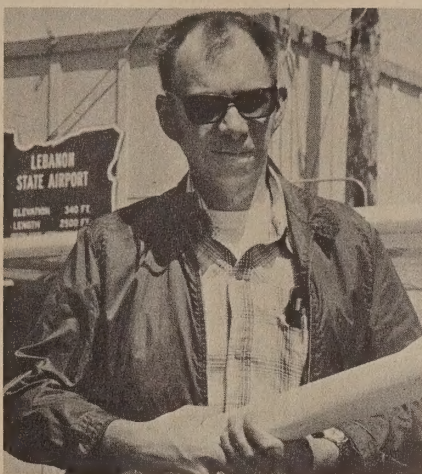
CANDID COMMENTS

In view of our current financial problem in ODOT, what would you suggest as areas for possible cut-backs?



MARY MATIACO, PARKS
Clerical Specialist, La Grande

No cutbacks. Just save money by stopping the legislature from financing every white elephant that comes along. If they have special programs or wants, they should use general fund monies.



TOM ROBERTSON, AERO
Maintenance Supervisor, Salem

It is difficult for me to suggest specific areas for cutbacks without more fully knowing the facts. All I can say is that if cut-backs become necessary that they be applied equally throughout the department.



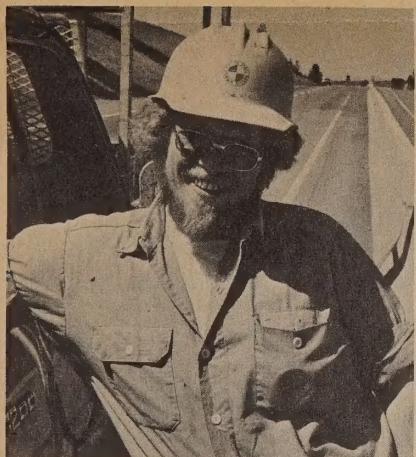
CLAIRE SCOTT, MVD
Office Manager, Astoria

I think that care should be taken to see that there isn't duplication of duties in the higher administrative levels. Care should also be taken in establishing priorities in construction so that money could be saved in every area possible.



DAN EVEY, HWY
Asst. Maintenance Supv., McMinnville

I would suggest cutting back on expenditures for the bicycle trails program, and diverting those funds to much-needed highway maintenance.



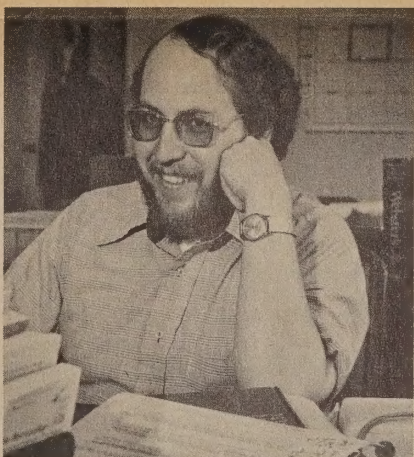
GARY PIPKIN, HWY
Maintenance Worker, Meacham

I believe we could eliminate some of the winter sanding and replace that with a good chain law and then see that the law is enforced. I think we could do a little less roadside beautification and use that money for paving and patching.



GREG ROBERTSON, HWY
Cost Analyst, Salem

One method of cutback would be to divert funding for the State Police elsewhere. The police budget consumes nearly 29 per cent of allocated highway funds. Reductions in administrative and management personnel as well as eliminating some of the paperwork would also save money and help ease the financial pinch.



TED TARANTINO, ODOT
Transportation Planner, Salem

I believe we ought to take a hard look at the transportation priorities we've followed in the past and decide what's really needed. Because most of the money ODOT has had available has come from segregated highway funds, I think we've developed a distorted sense of what's absolutely necessary.

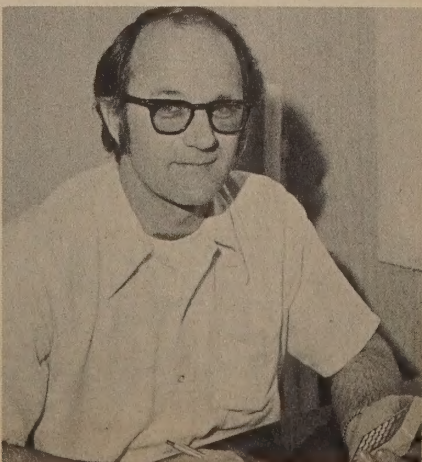


DARLA JACOBSON, HWY
Clerical Assistant, Salem

There has been talk of laying people off because of the lack of funds, and yet when a new administrator moves into a new office, the office is completely refurbished, with new carpet, paint, desks, and walls torn out. How much does that cost? It doesn't make any sense.

GERALD INLOES, HWY
Resident Engineer, Astoria

By reducing our present competitive standards, services and policies, an effective department could exist with reduced funds, personnel and equipment. Our present high quality public service could continue by increasing the rates of all revenue sources, and revising the distribution and funding laws of some governmental agencies and programs.



ALAN ALBRICH, HWY
Weighmaster, Milwaukie

I feel the department has already made cuts. Too many impractical reductions are being made in the area of buying new equipment. When we must use equipment that has already logged more than a million miles, then the upkeep becomes too expensive. All cuts that have been made should be re-examined to see if they really are economy measures, or if they actually cost us more in the long run.

Aronson's beach patrol spans 300-mile coastline

Lots of people want Bud Aronson's job, but he says he's not about to give it up.

W. J. Aronson, or "Bud" as he's known to most, is the Highway Division's "man on the beach." In his last eight years of patrolling the Oregon shoreline, he's supervised a treasure hunt, and has collected his own treasure of Japanese floats.

But Aronson keeps too busy on his job to spend much time beachcombing. He's the one man responsible for enforcing the 1967 beach law along the 300-mile "highway."

The Oregon shoreline was declared a public highway by former governor Oz West in 1915, and in 1967 the legislature officially put the coastline in the public domain. The 1967 beach law established a zone line, prohibiting any non-authorized construction or improvements beyond that line. The law also forbids anyone from removing natural resources from the beach.

The Highway Division was assigned the job of protecting the coast line and enforcing the beach law. Aronson has been the division's beach patrolman since the position was created in April of 1968.

Watches for violations

Aronson patrols the coast from Brookings to Astoria, watching for possible violations of the law. He generally works his way up and down the coast weekly, remaining in close contact with the district highway engineers who keep watch for him.

He drives a specially equipped jeep with flotation tires which allows him to drive directly on any beach. His jeep contains both a police radio and a highway network radio.

Assists residents

If Aronson sees or hears of a possible violation of the beach law, he photographs any construction work and calls in to see if the builder has obtained a special permit from the Highway Division. But he says he doesn't find many violations any more.

"Most of the contractors know about the beach law, and they won't do any building beyond the zone line without checking it out and getting a permit first," he says. Aronson has saved some beach dwellers quite a bit of money by warning them of the beach law



BUD ARONSON

before they start any construction or home improvement work.

Aronson says he's enjoyed the last eight years patrolling the beach. He's met many of the coastal dwellers and knows every beach in Oregon.

Oversees treasure hunts

He even gets to patrol some exciting events, and especially remembers the time he acted as the state's overseer of a treasure-digging expedition at Cape Lookout. When a party of treasure hunters was given a permit to dig for buried treasure off the coast, Aronson stayed on hand to make sure state regulations were observed. "They never did find anything," he laughs. "But I was sure hoping all along that they would."

Despite the romance of the job, Aronson says it can get pretty routine. "Lots of days, there isn't much to do but just drive along the beach." The weather can get rough at times, and he admits that the job can get lonely, too.

"I don't drive on some of the beaches, because nobody lives there. Then there's really no chance of getting any violations -- there's only a chance of getting stuck."



Cape Kiwanda, with Haystack Rock, is one of the more scenic beaches Aronson patrols in his specially equipped vehicle.

Maintenance crew sets record

The Klamath Falls maintenance crew has set a Highway Division record as the first maintenance crew to work 150,000 continuous manhours without a time-loss injury. In recognition of reaching this milestone in safety performance, the crew members and their wives were honored at a recent dinner in Klamath Falls.

At the dinner, the crew was presented safety achievement plaques from both the State Accident Insurance Fund (SAIF) and the Highway Division. Scott Coulter, state highway engineer, presented the Highway Division plaque, engraved with the crew members' names, to Jim VanWormer, crew supervisor. The SAIF plaque was presented by Ross Chrz, safety consultant with the agency in Klamath Falls. Both Coulter and Chrz gave speeches lauding the crew for its outstanding safety record.



Jim VanWormer, right, District 11 (Klamath Falls) maintenance crew foreman, accepted the safety award plaque for his 19 man crew from H. Scott Coulter, state highway engineer.

Red-white target used for identity by Highway Division

Many employees of the Department of Transportation have wondered about the origin and use of the Highway Division symbol.



The leveling rods with a movable target used by the ancient Romans in Caesar's time were not very dissimilar to those in use by present day engineers.

The circular face of the target is divided by a line both horizontal and vertical, crossing at the exact center. These lines cut the target into four equal parts.

Targets used by the Highway Division are painted red in the upper left and lower right hand quadrants, while the remainder of the target face is white.

The first use of a red and white target as an emblem to identify a state highway vehicle was in 1924.

At that time, it was becoming popular to have decorative radiator caps. A highway survey crew took a metal target and fastened it to their vehicle's radiator cap.

L. C. Campbell, equipment superintendent at the time, saw it and decided to use the target at some clearly visible place on all passenger-carrying vehicles.

Today, we can observe the familiar target applied as a decal on the right front and left rear of all state highway cars--the symbol of a courteous and efficient driver.

Highway Division...

Continued from Page 2

approximately \$425 million.

There are 7,527 miles of federal-aid highways on the state highway system and approximately 230 parks and waysides, covering 90,000 acres.

Administratively, the division operates under the supervision of the Chief of Operations, Department of Transportation. It has a state highway engineer, deputy, and assistant highway engineers. These individuals are required to be competent civil engineers and qualified by technical training and experience in highway engineering. There are also staff engineers, engineers, and technical assistants, and other personnel deemed necessary to conduct the business and activities of the division.

Operations

Under the executive staff, the organization is subdivided into sections. Field duties relative to the supervision, direction, maintenance, and construction of state highways are delegated to five regional engineers with headquarters at Portland, Salem, Roseburg, Bend, and La Grande, and a metropolitan engineer located in the Portland metropolitan area.

Engineering services on construction projects are provided by resident construction engineers working under the supervision of the regional engineers or the metropolitan engineer. Each resident engineer is placed in direct charge of one or more contract jobs and is responsible for control of the contractor's operations to assure compliance with plans and specifications.

OH, DOTTIE

By Roy Priem



I HOPE WE DON'T LOSE ANYONE FROM THIS OFFICE!

Media clinic attracts employees

A series of clinics designed to explain how the communications media works and how to work with it is being conducted by the Public Affairs Branch for employees of the Highway Division.

Each session lasts one day and covers such areas as media relations and department policy, personal contacts, news conferences, wire

services, open meeting requirements, electronic and print media operations, a grammar review, and a session on writing news releases.

Because of the popularity of the clinics, they will be continued for the next several weeks to give as many as possible an opportunity to attend.

Employees reach June retirements

Eight employees retired from ODOT positions during June. The list follows, along with best wishes from all fellow workers.

Douglas W. Grassick, Seaside, park manager, 35 years.

Leonard L. Langeliers, Sisters, highway maintenance worker, 30 years.

Arkley B. McCumber, Juntura, highway maintenance supervisor, 29 years.

D. B. Goss, Jr., The Dalles, highway maintenance worker, 19 years.

Clyde L. Morgan, Mill City, park ranger, 19 years.

Burton W. McAllister, Florence, park manager, 14 years.

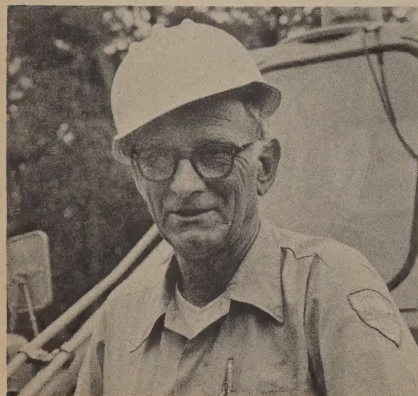
DISABILITY RETIREMENTS

Eli J. Beachy, McMinnville, highway maintenance supervisor, 37½ years.

Eugene King, Medford, engineering technician, 20 years.



ELI J. BEACHY



DOUGLAS W. GRASSICK

Early day experience recorded by retired department employees

What happens to the accumulation of knowledge gained by the Highway Division "old timers" once they retire? Is it lost?

The Verbal History Interview Program has been developed to create a record of activities and experiences of long-time highway employees who are now retired.

The program was developed by Right of Way Engineer Bruce Boyd in July, 1975. The first taped interview was with Forrest Cooper, former state highway engineer. To date, eight interviews have been completed.

Also on tape are: Tom Edwards, Leonard Lindas, Rod Porter, Floyd Query, P.M. Stephenson, Clarence Tandy and Hil Young.

Bob Gormsen, right of way

section employee, conducts the interviews. The tapes provide a historic record of current and future value to the Highway Division. Gormsen said evolutionary aspects of the Highway Division are important considerations in the interviews.

One employee, for example, related his experiences with the progressive steps of road building -- starting with the pick and shovel era, through the period of horse-drawn machinery, to the more sophisticated methods of today.

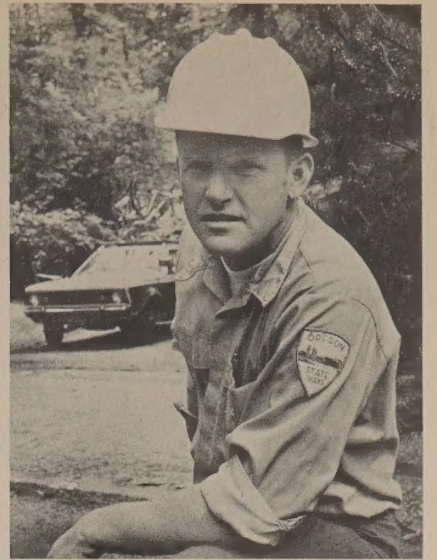
Any retired highway employee may be interviewed. The completed interviews are one hour or less, and are recorded on standard cassettes. Copies of the tapes are available on loan from Faith Steffen, ODOT Librarian, Highway Building, Salem.



P.M. "Steve" Stephenson, right, retired state highway engineer, relates his experiences (46 years) to Bob Gormsen during recent taping session.



JACKLYN KITTELSON
Secretary



GERALD E. LUCAS
Park Manager 4

ODOT people on the rise

The following ODOT personnel were promoted during June. The list does not include personnel from the Motor Vehicles Division, who are featured in their publication *Behind the Wheel*.

CONGRATULATIONS!

Robert E. Beaudry, sr. maintenance worker at Astoria to assistant section supervisor, McKenzie Bridge

Randall W. Chatfield, highway maintenance worker in Portland to journeyman maintenance worker, Milwaukie

James M. Duncan, sr. maintenance worker in Ontario to assistant bridge supervisor, Pendleton

James G. Gray, highway maintenance worker to journeyman maintenance worker, La Grande

James A. Harris, highway maintenance worker to journeyman maintenance worker, Veneta

Reese A. Heuberger, clerical assistant in Travel Information Section to secretary in Traffic Section, Salem

Jacklyn C. Kittelson, clerical assistant to secretary in Right of Way Section, Salem

Gerald E. Lucas, park manager at Silver Falls State Park to park manager at Fort Stevens State Park

Owen G. Lucas, park manager at Fort Stevens State Park to region parks supervisor, La Grande

Benny M. Luse, journeyman maintenance worker to maintenance worker specialist, La Grande

Roy F. Maschke, highway maintenance worker to journeyman maintenance worker, Florence

Donald W. Pfohl, radio technician to radio engineer, Salem

Lowell B. Shelton, sr. maintenance worker to small extra gang supervisor, Ontario

F. P. Sutherland, journeyman maintenance worker at Grants Pass to maintenance worker specialist, Pendleton

Charles L. Willis, journeyman maintenance worker to sr. maintenance worker, Maupin

Highway engineers leave legacy

Former chief locating engineer Benjamin A. Martin, or "Dot" as he was better known to highway employees, died June 1 in a Crescent City hospital after a lengthy illness.

Martin worked for the Highway Division for 35 years, retiring in 1960. After retirement, he became involved in civic affairs in Brookings, and was named Brookings "Citizen of the Year" for 1971.

Martin began working as a chainman for the Highway Division and worked his way through the ranks. As chief locating engineer in the 1930s, he was instrumental in laying out the state's basic highway system, particularly the southern portion of the Oregon Coast Highway (US101).

After leaving the Highway Division, "Dot" became active in engineering and development in the Brookings-Harbor area. He helped develop the Port of Brookings, later serving as both engineer and manager.

Martin did so much to serve the Brookings community that in September of 1972, the prize-winning bridge across the Chetco River at Brookings was named the B. A. Martin Bridge in his honor.

Martin was born in Harbor, Oregon on July 20, 1899. He is survived by his wife, Nettie, whom he married in 1919.

William W. Stiffler, former state highway engineer and first president of the Oregon State Employees Association, died May 30 in a Salem nursing home. He was 85.

Stiffler worked for the Highway Division for 40 years, retiring in 1957. During those years, he helped found OSEA, then served as president.

Stiffler was born in Ogden, Utah, and was a lumber company engineer at Coquille before joining the Highway Division in Salem.

His wife, Maude, died in 1970.

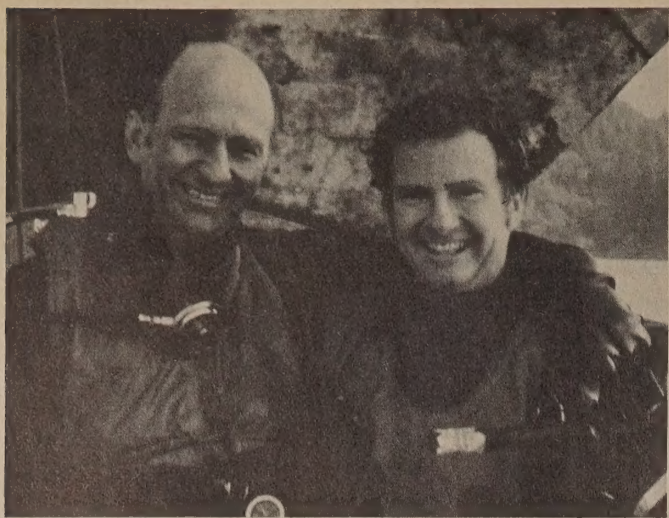
Makin falls short at Olympic trials

Mel Makin, ODOT's candidate for a berth on the 1976 Olympic team, fell just five shots short of qualifying for the U.S. freestyle pistol team, capturing 1,641 out of a possible 1,800 points.

He finished third in an event that sends only the two top shooters to the Olympic games in Montreal.

He didn't come quite as close in the rapid-fire pistol competition, finishing in a tie for sixth place.

The 34-year-old engineer in ODOT's Planning Office plans to continue shooting and hopes to go to the 1980 Olympics.



Harold Seaton, first diver for the Highway Division, and Gerry Test, diving team coordinator, take a breather after their last dive at Gold Beach, Oregon.

By Patty Farrell

Engineers in the bridge design section watching Gerry Test leave the office for a week at a time with his SCUBA gear might figure that he gets an awful lot of vacation time.

Test takes off almost six months each year from his job as bridge engineer to get a first-hand look at the Highway Division's bridges—from underwater.

He and five other men in the Highway Division spend much of the summer diving off the coast or in one of Oregon's inland rivers. At the same time, they're saving the division thousands of dollars each year.

They're the maintenance section's diving team, and they inspect and do minor maintenance work on bridge foundations throughout the state. Much of their work involves checking for cracks in cement foundations and replacing decayed wooden pilings.

The job is hardly a vacation. Underwater bridge inspection means diving in swift current around a lot of debris, withstanding temperatures of 40 degrees and below. The maintenance section, however, has found a diving crew to be the best means of checking bridge foundations.

Unique operation

Oregon is one of only five states in the nation to use SCUBA divers for underwater bridge inspection, and is the only one of the Western states to have a diving team. "Oregon probably got into this before most other states because we have more structures across our coastal estuaries," explains Test, the coordinator of the diving team. He said most of their diving and maintenance is done in the coastal rivers, where marine life is more

likely to damage the foundations.

"Frankly, I don't know how Washington or California get along without experiencing major bridge failures," says Test. "They told me in Washington that whenever they have an emergency, they hire a commercial diver to take a look. To me, that seems like shutting the gate after the horse is out."

The Highway Division began using divers twenty years ago when Harold Seaton, one of the pioneer divers in Salem, started diving occasionally for the maintenance section. Eventually, the one-man crew evolved into a six-man team, and Seaton is still diving with the team.

Saves money

Through underwater inspection, the team can spot possible emergencies before they happen, and can often perform the maintenance work that needs to be done. This continuous inspection and maintenance ends up saving the division a lot of money.

"It's cheaper if we do the underwater work ourselves," Test says. "Anything we can't handle that's too much of an operation, they contract out for."

Though the diving team's primary job is inspection, they've done some fairly extensive maintenance work. When a tugboat severed two underwater power cables for the bridge in Reedsport, the diving crew had to lay new cable.

"It was in the middle of winter, the water was just below 40 degrees, and it was raining," Test remembers. "We were pretty uncomfortable. You know, none of the bad things like that ever seem to happen in the summer."

Besides just roughing the cold water, the crew runs into some dangerous underwater hazards. Divers

large yard, where they raise lots of flowers, especially rhododendrons.

Joe C. Volchers, P.O. Box 536, Newport, 97365--Ret. 1962.

Since retirement, Joe's worked full-time raising beef cattle on his 76-acre farm at the coast. He has a large garden, and does his own canning and freezing.

When he retired, Joe told friends he was going to hunt and fish a lot. So far, he says the gun and fishing pole haven't left their places of "safe-keeping." Joe's an optimist, though, and claims that after 14 years of working retirement, he's going to take life a little easier soon and keep some of those promises.

can get themselves or their equipment caught on underwater debris such as ropes, cables, trees, fishing lines and nets, and even abandoned construction equipment. The water where the team dives, especially around the coastal structures, is swift enough to tow a diver out to sea. The divers' visibility is limited, plus they face the constant threats of hypothermia and the bends.

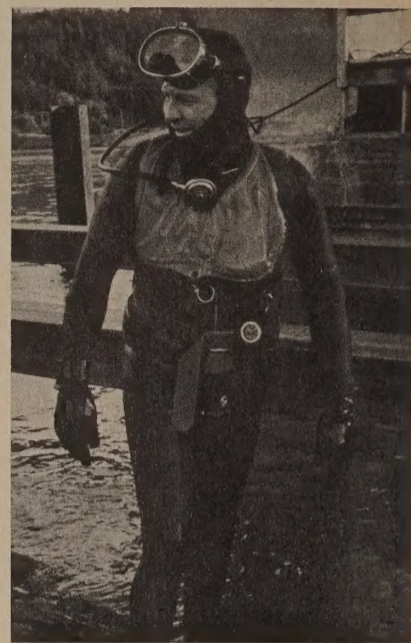
Last year during a bridge dive, for example, Seaton developed an embolism in his lung and had to have a portion of his lung removed. He's out of water for this year, but plans to be diving for the division again next spring.

Test says that the Columbia River Bridge at Astoria wins "hands down" as the most hazardous diving location. The water is 100 feet deep in some places, and the swift current and debris twisted around the bridge pillars makes it quite dangerous.

What kind of employee makes a good diver? Test says the most important qualification is "the ability to function in a very hazardous environment." He also looks for dependable divers, because "sometimes your life depends on your diving partner." On the more dangerous dives, the men are connected to a partner by an 8-foot line.

Appropriate backgrounds

The divers must have keen powers of observation, good diving skill, and must be in excellent physical condition. The six divers, including Test, Seaton, Don Dean in maintenance, John Thornton in location and construction, Charles (Ed) Payton, in region 2 bridge maintenance, and Arthur (Tony) Lunch in bridge design, all have backgrounds in either engineering or



HAROLD SEATON

maintenance.

The divers are paid their regular salaries when they're out on dives. Each diver owns his own equipment, which the maintenance section rents from him. The section just bought an 18-foot aluminum boat with a jet engine for the diving team's use.

As diving coordinator, Test must draw up all paper work and make arrangements for the divers to get away from their regular jobs. In the summer, the team usually alternates a week in the office with a week in the field, and Test says that for six months, 100 per cent of his time is devoted to diving-related activities. "But I'd be diving even if they didn't pay me," he says.

Test claims many employees of the Highway Division would like to be on the diving team, but that six divers is enough for now. He says he's surprised no women have applied to dive for the division. "There's no reason that they couldn't be on the team."

Anyone who wants to be on the team is going to have to meet up with some pretty stiff requirements. Once on the team, Test says the most important characteristic for sticking with it is "a good sense of humor."

garden. Dwight says he and his wife are especially thankful for their excellent health.

Arthur DeJooda, 885 W. 9th, Prineville, OR 97754--Ret. 1966.

After retirement, Arthur had to have artery replacements on his legs, and since surgery was unsuccessful, he eventually lost both legs. He's learned to manage fine, however, and can drive and do his yard work.

Arthur and his wife love to tour Oregon in their travel trailer, fishing and hunting along the way. They've just returned from a driving trip to Iowa where they visited family. Arthur says if any of his friends are visiting Prineville, please stop by.

Retirees Let Us Know What's Happening

L. Hilbert (Hil) Young, 3896 Hulsey Ave. SE, Salem, 97302--Ret. 1975.

Hil and his wife spend some of their time traveling, especially to southern California and the Oregon coast. They also head north to Washington when they're "hungry for clams."

The Youngs volunteer much of their time to a variety of civic and charity organizations. Hil donates time to his neighborhood transportation group, Dial-a-ride, driving for people who need rides to the grocery store, the doctor, or just around town. The Youngs also work with FISH, a church-sponsored charity group offering all kinds of different services.

The couple take pride in their

James A. Brooke, Star Rt. Box 1C, Clatskanie, OR 97016--Ret. 1969.

Jim retired seven years ago from the maintenance department, which he says he misses even though he has kept busy. He's become an avid elk hunter, and also enjoys fishing, gardening and traveling.

Dwight M. Stanton, 1334 N. Puget, Olympia, WA 98506--Ret. 1969.

Dwight and his wife enjoy traveling in their 26-foot Airstream trailer, taking pictures of interesting spots as they go along. They spent this last winter in sunny Arizona. Now that they're back home, they'll be busy all summer tending to their